

3047Z 30 DEC 1964

S E C R E T

DITech

RB

25X1A

TO

FROM

ACT

INFO

ROUTING	INT
1	
✓ 2	✓
3	
4	
5	
6	
7	
8	
9	
✓ 10	✓

1	9
2	10
3	11
4	12
5	13
6	14
7	15
8	16

ROUTINE

IN 64856

25X1A

TOR 0123Z 30 DEC 1964

05A 1-15

TO

INFO

CITE

25X1A

25X1A OXCART

1. FSW NR. 632 DISTRIBUTION THIS MESSAGE LIMITED TO THOSE WITH ABSOLUTE NEED TO KNOW.

2.   
SERVICE.

25X1A

3. ARTICLE 132 MADE GO 29 ON 12/29/64. MAX ALT. 75.2M, MAX MACH 2.76, TOGW 91M. DURATION: 1:00. PURPOSE: FCF. NO ENGINE PROBLEMS.

4. ARTICLE 128 MADE GO 69 ON 12/29/64. MAX ALT. 79.5M, MAX MACH. 2.95, TOGW 92K. DURATION: 0:55. PURPOSE: PERFORMANCE. NO TRIM REQUIRED PRIOR TAKEOFF AS BOTH EGT'S STABILIZED AT 760 DEGREES. DRIVER REPORTED THAT EGTS HELD WITHIN 5 DEGREES OF EACH OTHER DURING THE ENTIRE FLIGHT. EACH ENGINE WAS UPTRIMMED ONE TIME DURING THE FLIGHT TO MAINTAIN 780 DEG. ACCUMULATED 20 MIN OVER 2.8MN.

5. ARTICLE 130 MADE GO 63 ON 12/29/64. MAX ALT. 83M, MAX MACH. 2.95, TOGW 117K. DURATION: 1:30. PURPOSE: PERFORMANCE. BOTH ENGINES WERE TRIMMED PRIOR TO TAKEOFF AND REQUIRED ADDITIONAL TRIMMING DURING THE FLIGHT. AT 2.9MN AND 80M IN A RIGHT TURN THE RIGHT SHOCK POPPED AND

USAF review(s)  
completed.

S E C R E T

GROUP 1  
EXCLUDED FROM AUTO-  
MATIC DOWNGRADING  
AND DECLASSIFICATION

(CONT=)

25X1A

 S E C R E T

IN 64856

5 SECONDS LATER THE LEFT ALSO POPPED. SHOCKS CLEARED AT 2.45 MN AND 60M. MADE A LEVEL ACCEL WITH NO PROBLEMS. DURING THE DECELL AT 2.77MN THE LEFT SHOCK POPPED FOLLOWED BY THE RIGHT. AT 2.4MN BOTH INLETS CLEARED.

6. ARTICLE 124 MADE GO 283 ON 12/29/64. MAX ALT. 43M, MAX MACH. 1.2, DURATION: 2:25. PURPOSE: DRIVER TRAINING. NO ENGINE PROBLEMS.

7. ARTICLE 121 GETTING READY FOR GO 158. DETAILS NEXT FSW.

END OF MESSAGE

S E C R E T